

Noise Waiver Determination

Applicant: Carr Properties
Application Date: June 19, 2017
Address of Activity: 7272 Wisconsin Avenue
Proposed Activity: Building demolition, including nighttime demolition activities. See noise waiver application for detailed description of work.
Link to Application: [Apex Building Demolition Noise Waiver Request](#)

Justification Provided by Applicant for Waiver Request:

1. The Bethesda Purple Line Station, and the South entrance of the Bethesda Metro Station, will be located beneath the new building being constructed at this site. Carr Properties' agreement with the Maryland Transit Administration (MTA) requires delivery of the station shell in late 2018. Reducing the time to demolish the existing building at the site is critical to meeting this schedule.
2. The nature of the building being demolished (all concrete construction), the ability of the demolition to occur "from the inside out" from the Capital Crescent Trail running beneath the building, and the noise attenuation provided by the building's exterior façade and surrounding buildings, will minimize the chance for significant noise affecting nearby noise receptors.
3. For safety reasons, two lanes of Wisconsin Avenue will need to be closed as the demolition activity nears Wisconsin Avenue. Nighttime demolition will reduce the duration of these lane closures.

Grant Noise Waiver? Yes, with terms and conditions

Rationale for Decision: Based on a review of the project plan, multiple site visits and conversations with the applicant and potential properties affected by the noise from the project, issuance of the waiver is appropriate with the terms and conditions outlined below. DEP's analysis included a review of a similar project undertaken by the applicant at 1100 15th St. NW, Washington, DC. In this situation, a large hotel was located directly across the street from the project site, less than 100 feet from the demolition activity at the closest point, with direct "line of sight" to the activity (i.e., there were no structures between the hotel and the building being demolished). At the closest point, the Apex Building is 200 feet from the nearest sensitive receptor (the Residence Inn), and the undemolished portion of the building will act as a noise barrier for a significant portion of the demolition activity. Other receptors are further away, and are fully or substantially shielded by existing buildings. In addition, the ability for the demolition to occur from "inside" the building via the Capital Crescent Trail tunnel which runs under the building will provide a further barrier to noise.

The applicant has demonstrated sufficient public benefit related to this waiver request by the following:

- Decreasing the time required to raze the building, which will facilitate adherence to a MTA mandated construction schedule for the Purple Line Station mass transit project.

- Reducing the time necessary for closure of two southbound lanes of Wisconsin Ave.
- Reducing pedestrian impacts related to the razing activities.

The Terms and Conditions included in the waiver require regular noise monitoring, and review of the results of the monitoring with DEP. The waiver can be modified or revoked if the results of the monitoring indicate that the noise received by nearby receptors is greater than anticipated.

Terms and Conditions:

1. All machinery and vehicles utilized for night-time demolition, debris processing and loading, and debris removal shall be outfitted with white noise back-up alarms.
2. Fencing with sound attenuation blankets shall be installed around the entire perimeter of the site.
3. Only structural demolition with high-reach hydraulic pulverizers and shears may be performed at night.
4. Sorting, processing and removal of demolition debris shall occur only during daytime hours.
5. All reasonable efforts should be made to perform the noisiest activities as early in evening as possible.
6. Controlled demolition shall begin at the west side (Woodmont Plaza) of the site and progress along the path of the Capital Crescent Trail. The building will be pulled down into itself by moving west to east along the Capital Crescent Trail.
7. Care must be taken to ensure the exterior building façade structure remains intact and in place as long as practicable to act as a sound barrier.
8. Upon completion of the controlled internal demolition, the perimeter demolition operations will be phased to complete sensitive areas in a coordinated manner to minimize noise to nearby sensitive receptors.
9. Machinery shall be equipped with well-maintained and effective mufflers, and moving parts shall be well lubricated to avoid unnecessary noise from squeaking parts. Machinery access doors and hatches should remain closed when the units are in operation and all machinery should be operated at the minimum level necessary to get the job done. Minimize banging, clattering, buzzing and other annoying types of noises.
10. Noise mitigation barriers should be erected around loud pieces of stationary machinery (e.g., generators, pumps, etc.).
11. Slamming of tailgates is prohibited.
12. All onsite staff, including delivery and dump truck drivers, should be notified of noise mitigation procedures prior to work.
13. The unnecessary backing of machinery and trucks should be avoided, and the site should be configured to maximize forward movement.
14. Where possible, the local power grid should be used to reduce the use of internal combustion powered machinery.
15. Prolonged idling of machinery and vehicles must be avoided. If machinery or vehicles are not utilized for long periods, they should be shut off to reduce idling noise.

16. Regular communications must be provided to nearby residential buildings so they are aware of the work schedule and expected demolition activities.
17. Noise levels must be monitored at the agreed upon locations, methods, and duration. The decibel levels and locations of the monitoring sites must be reported to DEP and kept in a log on site, which shall be available for inspection and review upon request.
18. A log must be maintained on site containing detailed information concerning any complaints received regarding noise from this demolition project.
19. DEP and Carr (including appropriate subcontractors) will meet at least weekly to review the results of noise monitoring, and any specific activities that created, or have the potential to create, specific noise related concerns.
20. DEP may suspend or revoke this approval for any violation of the terms and conditions, and may make modifications to the terms and conditions based on the results of noise monitoring or the noise impact of certain activities.
21. A copy of this Temporary Noise Waiver must be available at the work site.